

## Feature Article for Parisian Readers

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Paris and Vicinity.

# LATEST ADDITION TO ARCTIC MAP

by  
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IT HAS often occurred in polar exploration, as in many other phases of human activity, that the so-called last word is not the final one. When the remarkable series of arctic expeditions came to an end, after years of fruitless search for the long-lost Sir John Franklin, the fleet commander, Sir Edward Belcher, wrote "The Last of the Arctic Voyages."

No one was more surprised than Belcher when McClintock's search in the Fox was initiated, and the final record was made of Franklin's death and of the discoveries of his shipmates. And then followed that line of heroic American explorations which opened up the wondrous waterways of the West Greenland coast and thus unbarred the hitherto closed gates to the very pole.

In years past, when the stirring dispatch came announcing that Perry had reached the north geographic pole, the acme of his ambitious struggle of a quarter of a century, the world went round that arctic exploration was at an end.

Even that virile and indomitable descendant of the Norse Vikings, Roald Amundsen, was deterred from that arctic voyage on which he had already started. Turning the prow of the Fram from Bering strait he sailed southward, and, scaling high antarctic peaks with Norwegian ski and dog-drawn sledges, attempted the south geographic pole.

When the year 1912 opened there was noted a widespread recurrence of popular interest in arctic fields of research, so that there were no less than six expeditions initiated, excluding those of Russia. The Dane, Koch, and the Swiss, de Quervain, crossed the Greenland icecap at different points. The German Schroeder-Strauss, found disaster and death in North Spitzbergen. Meanwhile the Canadian, Stefansson, planned to reach the hypothetical continent long forecast by Americans. The American, McMillan, sought definitely to outline Crocker Land. The Frenchman, Prayer, re-explored that Franz Josef Land which his father was first to traverse. Amundsen now starts via Bering strait to drift northwestward with the ice floes of the Siberian ocean. These all represent what may be called foreign and idealistic exploration, as compared with the Russian expeditions, which are domestic and economic.

Before describing the discoveries of Lieutenant Wilkitzky, the Russian, it will be well to set forth foreign invasions into the Siberian ocean nearest to Nicholas Second Land. First in order is the expedition of 1880, commanded by De Long, which drifted northwestward from Bering strait until the Jeanette was crushed by the ice.

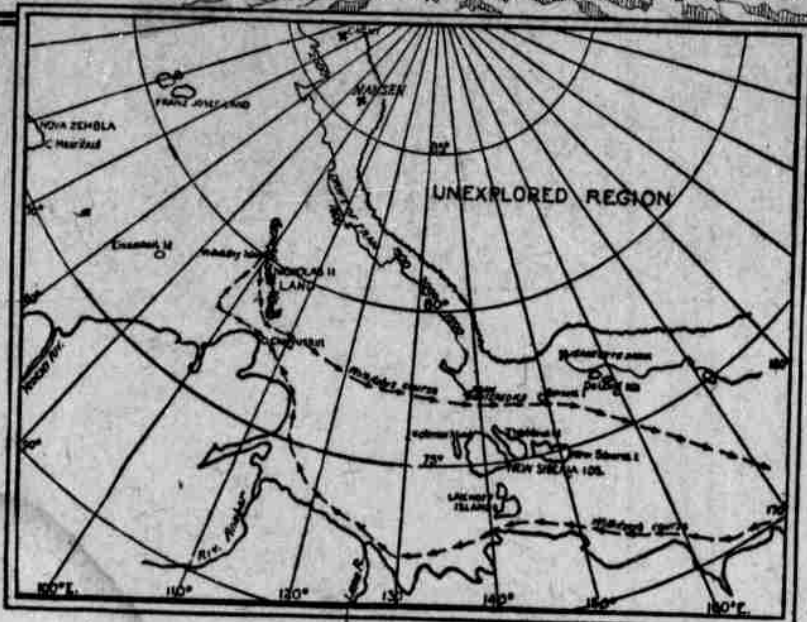
Nansen followed in the Fram, adopting De Long's plan. The drift of the Fram was a practical continuation of that of the Jeanette, though no land was seen, and the ship passed into deep water about 250 miles to the north of the new Siberian islands.

The most important addition to the hydrography of the Siberian ocean, time and means considered, was made by Capt. Edward H. Johansen, in the sailing schooner Nordland. Leaving Cape Mourmout, Nova Zembla, he found the ocean ice-free, so that he crossed to Cape Taimyr, near Cape Chelyuskin. On August 16, 1878, he discovered in 77 degrees 42 minutes north latitude, 86 degrees east longitude, an island named Elisankett (Lonely Island), scarcely more than 100 miles to the west of Nicholas Second Land.

Most interesting were the experiences of Byron A. E. von Nordenfjeld, the greatest, all phases of action and of knowledge considered, of arctic explorers. In his unique voyage, the circumnavigating or Asia, he reached on August 19, 1878, the north point of Asia. Captain Chelyuskin, which he determined to be in 77 degrees 36 minutes north latitude 103 degrees 17 minutes east longitude. As he was the first known visitor to the cape since its discovery by Chelyuskin by sledge journey in 1742, its surroundings were carefully noted.

Nordenfjeld sent his supporting steamer, the Lena, seaward to dredge. She was stopped by heavy and very close ice in about 77 degrees 45 minutes north, some 75 miles south of Nicholas Second Land, to which she made the nearest approach hitherto on record.

The discovery of Nicholas Second Land is simply an incident in the economic development of the Russian empire. The general public is unaware of the astounding potential resources of arctic Russia. Its areas extends half way around the world—through



Nicholas Second Land and its relation to the North Pole

168 degrees of longitude—while the distance across it exceeds by many hundreds of miles that from the northernmost point of North America to the Isthmus of Panama.

The survey of these remote regions was but one of the many progressive improvements for Russia initiated by that luminous character, Peter the Great. Planned in his last years, this most extended of geographic surveys ever attempted was known as the Great Northern expedition; it lasted 17 years, from 1725 to 1742. Its results gave fame to Bering, Muraviev, to the Laptefs, to Pronchishchev and others. In later days they were followed by Kotzebue, Wrangel, Anjou and Sannikov.

How Russia has persistently pursued a maritime policy for the development of Siberian trade has been fully set forth by Gen. J. de Schokalsky, Russian imperial navy, in various publications. Safe routes of navigation to and from the valleys of the Yenesei, of the Lena and of other lesser rivers are absolutely essential for the prosperity and development of this habitable empire, which is half as large again as is the United States. Siberia is no longer a country of convicts, but a land swarming with pioneers, a wondrous haven among its 10,000,000 of inhabitants.

Routes via the Kara sea and around the north end of Nova Zembla have been tested, but neither has been found same for commercial ships year after year. It was then suggested that a satisfactory route could be found by entering Bering strait. This would enable Russia to obtain a Siberian outlet, with Vladivostok as the main port, to which would be shipped the products of the vast region to the east of Cape Chelyuskin.

In the summer of 1912 two powerful ice-breakers, the Taimyr and the Vaigatz, made safely a voyage via Bering strait to and from the Lena. Soundings and surveys were made en route, but ice conditions around Cape Chelyuskin prevented the ships from returning to Russia through the Kara sea.

Early in July, 1913, the ice breakers Vaigatz and Taimyr left Vladivostok to prosecute their surveys and to renew their efforts to round Cape Chelyuskin and return to St. Petersburg through the Kara sea.

The expedition was under command of General Sergeef, imperial Russian navy, who was incapacitated by a stroke of apoplexy. Lieutenant Wilkitzky, imperial navy, succeeding to the command, made a running survey of the Asiatic coast from the Kolyma river, latitude 70 degrees north, longitude 160 degrees east, to Cape Chelyuskin. It is the first time that this cape has been visited by a ship coming from the eastward. Wilkitzky's hopes of completing the circumnavigation of Asia were destroyed in longitude 96 degrees east, where he found an impenetrable barrier of solid ice.

As the sea was open to the north, he decided to explore this unknown area of the Siberian ocean. To his astonishment, he soon sighted high peaks, the summits of a new land. In latitude 81 degrees north, longitude 100 degrees east he landed, hoisted the Russian imperial colors, took possession of the land in the name of the czar and named it Nicholas Second Land.

Wilkitzky followed the land northward, finding it with a continuing northwesterly trend. In latitude 81 degrees north, longitude 96 degrees east, he found a pack of solid ice, which forbade further progress, though the land reached as far as the eye could see. Retracing his course, the southern extremity of the new land was found in latitude 79 degrees north, longitude 104 degrees east, whence the coast took a trend to the northeast. The land is thus

known to extend through more than two degrees of latitude, with a coast line of nearly 200 miles.

While data to that effect are lacking, it is probable that Nicholas Second Land consists of a number of close lying islands, similar to Franz Josef Land. Its high, abrupt cliffs, and many isolated peaks seem to sustain Wilkitzky's opinion that it may be of volcanic formation. Despite the fact that vegetation was scant at the landing place, the land evidently abounds in arctic game. Traces of reindeer were visible, polar bears were seen, and bird life was abundant. Off shore many walrus were seen. The large collection made by the Russian officers of specimens relating to the geology, the fauna and the flora will throw much light on its physical conditions.

In the way of general knowledge it is evident that the continental shelf of Asia is broader than has been generally supposed, being from 300 to 350 miles or more in width.

When forced from the southern shores of Nicholas Second Land by the ice pack, Wilkitzky found the ocean to the east quite ice free. He steamed easily along the seventy-ninth parallel, through the sea where De Long and his gallant companions drifted for months, ice-beset until the Jeanette sank.

Some additions and corrections were made in the number and position of the De Long islands. Most important was the discovery by Wilkitzky on Bennett island of the diaries and records of Baron Toll. This Russian explorer visited this island by sledge in 1902 and doubtless perished on his attempted return journey to Kotelnoi island. The scientific world will await with interest the last message of this intrepid Russian scientist, who gave his life to advance geographic knowledge to Russian dominions. It is a happy coincidence that this very year a memorial tablet to Baron Toll is in process of installation on Kotelnoi island.

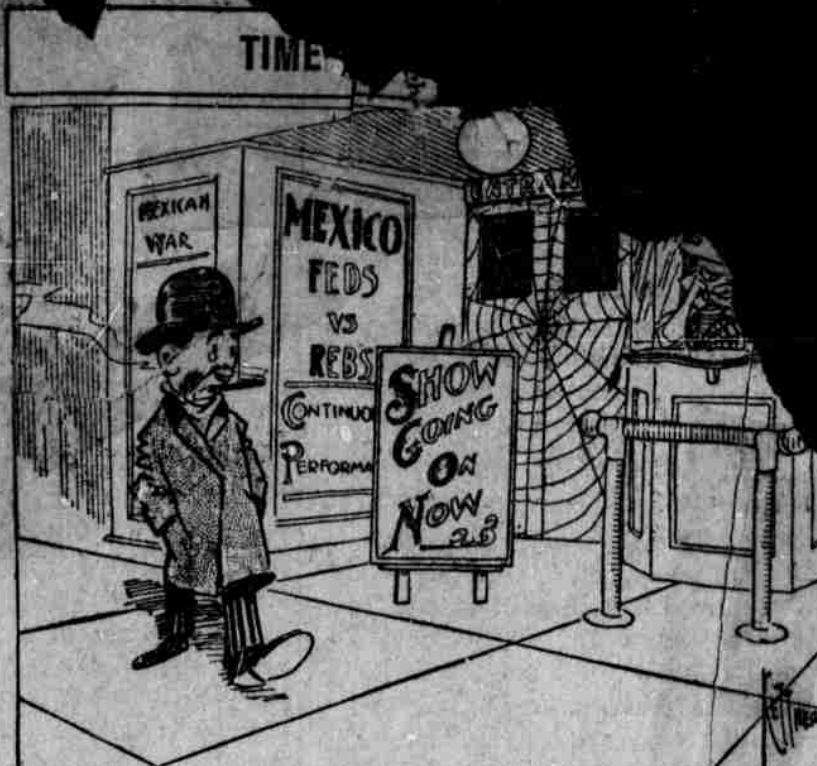
**Coal Now From Spitzbergen.**  
The vast coal fields of Spitzbergen are at last being opened up, and by an American. John M. Longyear of Marquette, Mich., who has a title to 170 square miles from a Norwegian company, reports that his company has shipped 35,000 tons this year.

The Engineering and Mining Journal says that a deposit of about 60,000,000 tons exists in Spitzbergen. The mines are worked by from 250 to 300 men and although the shipping season lasts but three months, mining is carried on throughout the year.

But Spitzbergen is still a No Man's Land and the northern nations of Europe look upon Mr. Longyear and his American company as interlopers. In fact, Russians have already invaded the company's territory and taken away a cargo of coal. Consequently the Americans are in a quandary as to what to do.

**Old Mother Hubbard.**  
A rare discovery has been made in the realm of literature—nothing less than the author of "Old Mother Hubbard," whose lines, unprotected by copyright, were appropriated by successive editors of Mother Goose without the least bit of a "thank you."

The discovery of the name of the author was made by a clergyman of the church of England, the present vicar of Yealton, in County Devon, who has given the news of his happy finding to the press. He says that the author was Sarah Catherine Martin, who wrote the imperishable rhyme more than a hundred years ago, and that Mother Hubbard herself was housekeeper to the squire of Yealton. The pronunciation of this name is not given, but taking the hungry dog of the poem into account, one may guess it off as yelp-ton.



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## BIG DAM BURSTS; VALLEY IS FLOODED

WALL OF WATER 20 FEET HIGH  
HITS W. VIRGINIA TOWNS.

Cumberland, Md.—Huddled in rude shacks and about blazing camp fires, hundreds of flood refugees watched and waited in the West Virginia hills while the northern branch of the Potomac River, swollen to an icy flood, swept through their homes in the towns that dot the valley below.

A wall of water, starting from the broken dam of the West Virginia Pulp and Paper Company, on Stony creek, moved down to the Potomac, inundated the town of Schell, W. Va., where the two streams met, and started a flood wave, laden with wreckage and ice, down the Potomac Valley.

Warnings of the approaching flood sent the residents of small towns along the river scurrying to safety in the hills, where, from vantage points, they peered through the darkness in an icy gale toward the swollen waters below.

Telegraph and telephone communication was cut off by the flood during the day, but was re-established at night. Rumors of several men caught in the flood waters at Shaw, W. Va., twenty miles from Schell, which could not be confirmed, were the only reports of casualties attending the flood.

The flood warning emptied the town of Shaw and sent many residents of Blaine, Harrison, Kitzemiller and other small places hurrying to the ridges. Fear that the waters might rise still further prevented many refugees from returning to their homes, even in the towns where little damage was done.

The flood wave apparently expended its energy in a mad twenty-mile dash down the valley of the Stony creek, from the burst dam to Schell. This valley, however, was virtually uninhabited. It was owned by the West Virginia Pulp and Paper Company as a right of way and watershed.

The big dam, which impounded a lake of water five miles long and which was sixty-five feet high, had been weakening for several days. It began to crumble and a farmer from the mountain village of Mount Storm rode down the valley warning the few inhabitants of the impending break. A part of the big structure gave way early, and at noon the sweeping waters carried away the greater part of the face of the dam.

The released weight of water in a wall-like wave swept down to Schell. There the roadbed of the Western Maryland Railroad was washed out and traffic on the road was tied up. Below Schell the rushing water joined the Potomac river, and for 70 miles the gradually diminishing wall of water rolled on, increasing the height of the river by from three to eight feet in its 70-mile course between Schell and Cumberland.

The Potomac was filled with ice, and this, with wreckage and log booms, torn from their moorings, added force to the flood. Fearful lest the mass of wreckage pile up and pen the rushing waters, the authorities and railroad officials dynamited several small bridges in the valley which threatened to jam the rush.

**Trust Bills Must Wait.**  
Washington.—Congress has much business to transact before it undertakes consideration of anti-trust legislation, concerning which President Wilson will address it, and it is the aim of Democratic leaders to shorten the session as much as possible.

**No Free Messages.**  
Philadelphia, Pa.—Charles Heeber, counsel for the Reading interests, explained at the Interstate Commerce Commission inquiry into the anthracite coal industry that messages of the Philadelphia & Reading Coal & Iron Company, which are alleged to have been sent free of charge by the Philadelphia, Reading & Pottsville Telegraph Company, were not sent free for the reason that the wire over which they are transmitted is leased jointly by the Reading Railway and the Reading Coal & Iron Company.

**Triple Tragedy.**  
Hamlet, N. C.—Will Simbrier, killed his bride of four years and her mother, Mrs. J. C. at the Wiggins home near here, then committed suicide.

**Wireless Wins Another.**  
Nova Scotia.—A wireless message from Yarmouth, N. C., what seemed almost passengers and mail packet Coburn Yarmouth harbor, for assistance, was made thirty-six hours after the disaster, answered as the doom being racked to pieces. Rock, six miles off Port

## PRESIDENT WANTS BOARD TO CONTROL

WOULD PASS ON INDUSTRIAL  
ACTS INTERSTATE CONCERNS.

Washington.—President Wilson will recommend a federal board of commission to pass on the industrial acts of interstate corporations and to tell such corporations just how far they can go under the law against monopoly or restraint of trade.

This is the new idea in his trust message to Congress, which he indicated to senators and House members that he would read to Congress Tuesday or Wednesday.

Other features of his message on the trust question, as outlined by him to members of Congress, will be:

A clear definition of what is restraint of trade without conflict with the supreme court's decision that the "rule of reason" must be applied by the courts in their decisions.

Drastic prohibition against interlocking directorates among industrial corporations, banks, railroads and steamship lines, there shall be freedom in competition and a minimizing of control or dictation. Insistence that suits shall be personal and not penalties for violation.

The president deferred during the day with Senate Newlands of the Senate commerce committee and with Chairman Clay and Representatives Webb, Mokey, Carlin and Floyd of the judiciary committee, who have the trust legislation in charge. He made it clear to the legislators that he expects anti-trust legislation at the present session of Congress, but he was not insistent that such legislation must be taken up in Congress immediately.

The White House, it is announced, will not interfere with the present programme of House Democratic Leader Underwood to rush through the appropriation bills and other necessary legislation for the government that the way may be cleared for an early adjournment in the summer. To this plan the Senate has agreed and will sit daily to take up legislation as fast as it can be rushed through.

President Wilson demands, however, that in fulfillment of party pledges there shall be enacted anti-trust legislation supplemental to the Glass-Owen currency law in favor of the farmers. He promised such legislation when he signed the currency bill. This legislation, he is urging on congressmen, must run with the appropriation bills and must be considered just as important for passage.

The corporation federal board or commission being urged by the president is a progressive Republican idea and acceptance of this scheme by the president for control of trusts meets with their enthusiastic approval. This plan has been opposed by Democratic leaders on the House judiciary committee and the House interstate and foreign commerce committee, as smacking too much of paternalism on the part of the government.

Behind this federal board of federal control is a plan on the part of the president to provide for complete publicity of affairs of corporations.

## ALL RESCUED FROM COBOL

Chicago—Isaac M. Johnson, son-in-law of former Peter S. Grosscup, shot himself in the Palmer Hotel in Chicago before shooting himself.

Yarmouth, N. C.—Will Simbrier, killed his bride of four years and her mother, Mrs. J. C. at the Wiggins home near here, then committed suicide.

OFF IS ACTIVE  
Hair! Get a 25 Cent Bottle  
Danderine Right Now—Also  
Stops Itching Scalp.

Thin, brittle, colorless and scraggy hair is mute evidence of a neglected scalp; of dandruff—that awful scurf. There is nothing so destructive to the hair as dandruff. It robs the hair of its luster, its strength and its very life; eventually producing a feverishness and itching of the scalp, which if not remedied causes the hair roots to shrink, loosen and die—then the hair falls out fast. A little Danderine tonight—now—any time—will surely save your hair.

Get a 25 cent bottle of Knowlton's Danderine from any store, and after the first application your hair will take on that life, luster and luxuriance which is so beautiful. It will become wavy and fluffy and have the appearance of abundance; an incomparable gloss and softness, but what will please you most will be after just a few weeks' use, when you will actually see a lot of fine, downy hair—new hair—growing all over the scalp. Adv.

**Modern Ostentation.**  
Thornton—Fannie Flashley carries her bankroll in her stocking. Rosemary—I'm not surprised. She always seemed fond of flaunting her wealth.—Judge.

**COLDS & LaGRIPPE**  
5 or 6 doses 666 will break any case of Chills & Fever, Colds & LaGrippe; it acts on the liver better than Calomel and does not gripe or sicken. Price 25c.—Adv.

**Looks That Way.**  
"If we are good we will come back to earth a number of times."  
"Some people prefer to take no chances on that possibility."  
"How's that?"  
"They prefer to lead double lives now."—Courier Journal.

**Dr. Pierce's Pellets.** Small, sugar-coated, easy to take as candy, regulate and invigorate stomach, liver and bowels. Do not gripe. Adv.

**At the Boarding House.**  
"It's hard," said the sentimental landlady at the dinner table, "to think that this poor little lamb should be destroyed in its youth just to cater to our appetites."  
"Yes," replied the smart boarder, struggling with his portion, "it is tough."

**Things Have Improved.**  
A well known politician, at a dinner in Washington, said of commercial honesty:  
"Commercial honesty is improving. When a man lies to you and cheats you, it no longer excuses him to say, 'Caveat emptor'—it's his business—and shrug and smile."  
"In fact," he ended, "things have now so much improved that if some multi-millionaires were to lose their fortunes the same way they gained them, they'd insist on somebody going to jail."

**Of a Wild Nature.**  
Just outside the entrance to the yard at the Naval academy is an apartment house where many young officers live, and baby carriages are a not infrequent sight in this vicinity. Not long ago the commander of the yard had a notice posted on one side of the gate forbidding automobiles to enter, because they frightened the horses. Shortly afterwards the following unofficial notice appeared on the other side of the gate:  
"Baby carriages and perambulators not allowed in this yard. They scare the bachelors."

**WONDERED WHY.**  
Found the Answer Was "Coffee."  
Many pale, sickly persons wonder for years why they have to suffer and eventually discover that the answer—caffeine—in coffee is the main cause of the trouble.  
"I was always very fond of coffee and drank it every day. I never much liked it, and often wondered why I was always so pale, thin and weak."  
"About five years ago my health completely broke down and I was confined to my bed. My stomach could not digest food, and I was unable to get sufficient nourishment to sustain life."  
"During this time I drank coffee, didn't think I could live without it."